



for the GREATEST GOOD

Finding Common Ground

Ensuring safe and dependable road access to
National Forests



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Meeting Objectives:

- ❖ Provide an overview of the Travel Analysis Process being used to rank Forest System roads
- ❖ Solicit comments that can be used during this ranking process



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Objective of Travel Analysis Process:

- ❖ To identify a National Forest System road network for the future
- ❖ That provides needed access for recreation, resource management, watershed restoration, resource protection



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Travel Management Rule in 2001 and the revised Rule in 2005 consists of three parts:

Subpart A (Travel Analysis Process): Identify the road system that addresses access and priority restoration needs while reflecting long-term funding expectations.

Subpart B (Motor Vehicle Use Map): Identify where motorized use is allowed on Forest roads and trails to stop unregulated cross-country travel that is damaging the land.

Subpart C: Regulate the use by over-snow vehicles.



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Why do a Travel Analysis Process?

The Travel Management Rule sets up a mandated process to respond to the changing realities of managing the National Forest Road System.

- **The road system was built between 1950 and 1990 to primarily support timber management.**
- **Significant reductions in funding to maintain the system have accompanied the reduction in harvest.**
- **Needs for and uses of the system have shifted dramatically as timber harvest has decreased and recreation and other uses have grown 5-10 fold.**
- **Increased FS concern for ecological restoration and more regulatory emphasis have substantially intensified expectations for reducing the ecological impacts of the system.**



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Travel Analysis Process (TAP or Subpart A)

- TAP is not a decision-making process; it is an assessment of the existing conditions of the current road system.
- The assessment of the transportation system serving the Rogue River-Siskiyou National Forest will identify a system of roads that will:
 - Maximize attainment of access needs
 - Minimize environmental risks
 - Reflect long-term funding expectations



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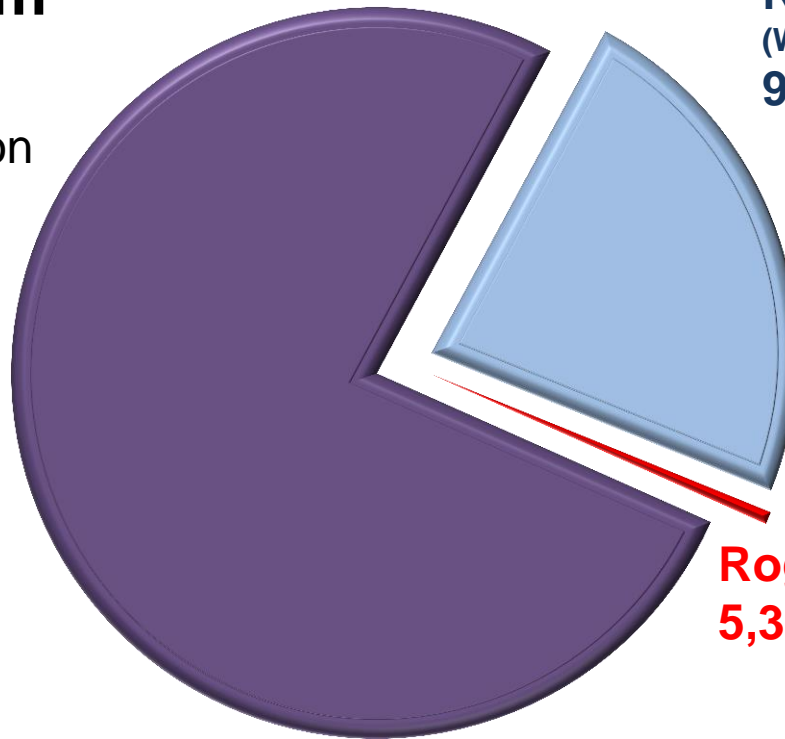
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The Forest Service Transportation System How Large Is It?

National System

373,000 miles:
Largest transportation
network in the world

Would reach to the
moon and almost back



Region-6

(Washington and Oregon)

91,000 miles - 24%

Around the world
3 ½ times

Rogue River-Siskiyou:
5,300 miles - 1.4%

Take a trip from
here to Anchorage
and back



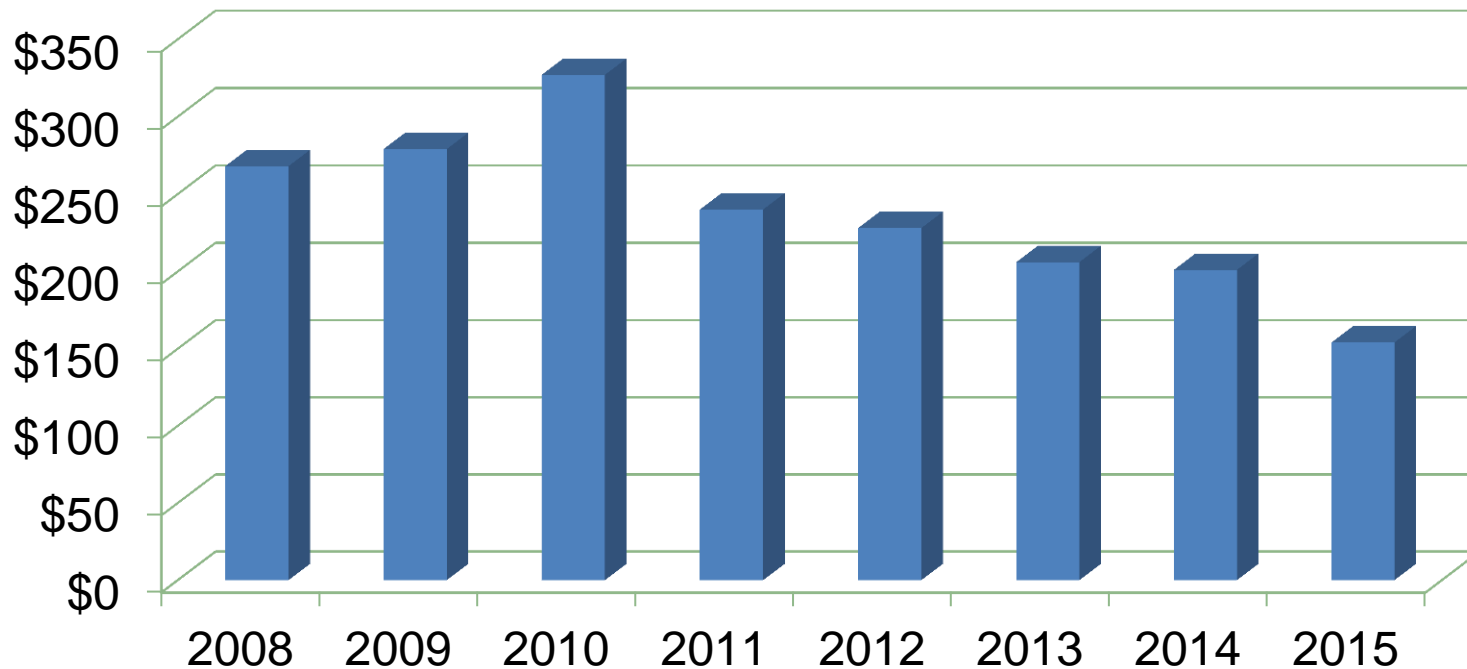
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Nationally, Road Maintenance Funds are Decreasing

Million \$



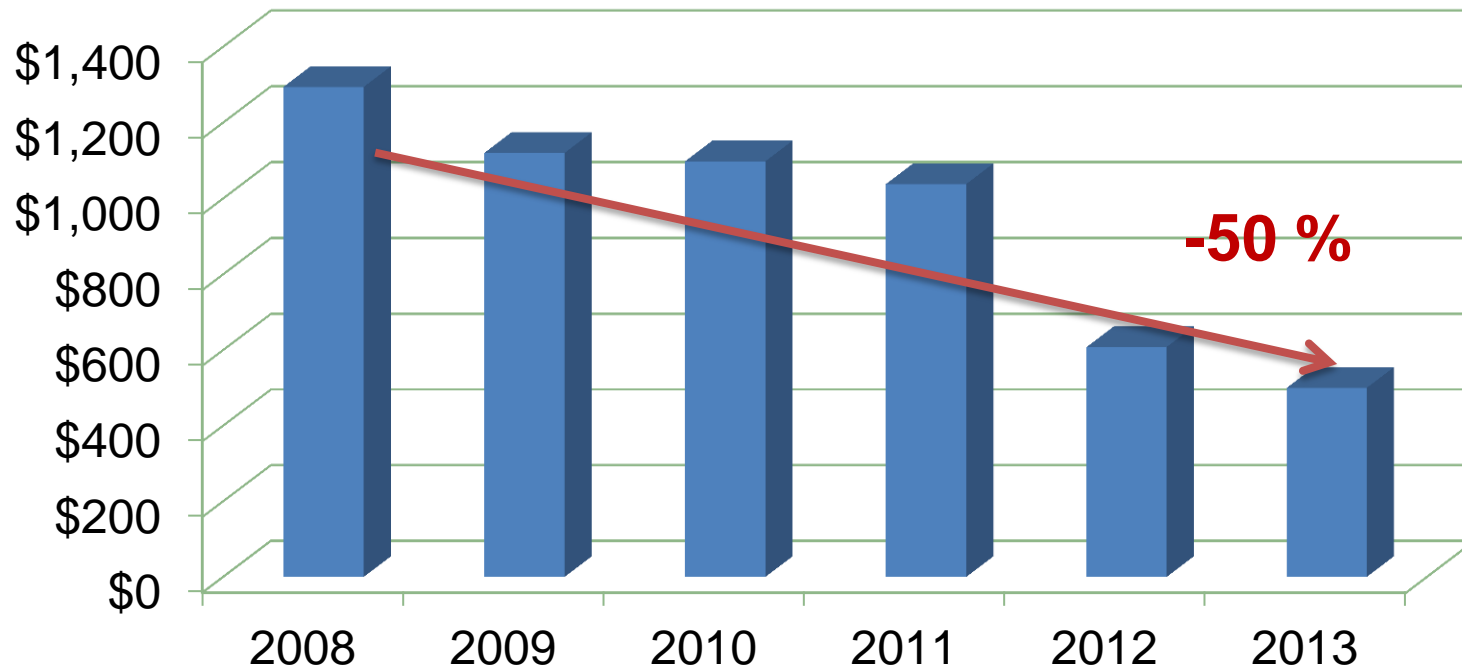
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Funding available for annual road maintenance on this Forest is plummeting

Thousand \$



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Available Funds (\$50,000) for the Siskiyou Ranger District are much less than needed

Siskiyou Mountains Ranger District					
Vehicle Type	Maint Level	Miles	Percent of System	Average Annual Cost per Mile	Annual Cost
Passenger Car	5	0.36	0%	\$5,822	\$2,096
Passenger Car	4	10	1%	\$3,001	\$29,982
Passenger Car	3	175	25%	\$2,348	\$411,302
High Clearance	2	430	62%	\$316	\$135,914
Road Closed	1	80	12%	\$66	\$5,258
Total Miles:		696		Total Cost:	\$584,552



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Our Roads are Wearing Out

- Structural components (bridges and pavements) are failing
- Road conditions due to lack of maintenance compromise visitor experience and public safety
- Natural resources are impacted when roads are not maintained adequately



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What are our Goals?

- To identify a financially and ecologically sustainable road system
- To build strong trust and relationships with communities, partners, and stakeholders
- To maintain dependable public access to National Forests



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What process are we using?



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1. Roads are rated based on environment risks

• Aquatics

- Sediment Delivery
- Riparian Reserves
- Fish Passage
- Key Watersheds

• Terrestrial Wildlife

- Late Succession Fragmentation
- Wildlife Travel Corridors
- Threatened, Endangered, and Sensitive Species
- Wildlife Harassment

• Botanical

- Botanical Resource Viability
- Invasive Plants
- Port Orford Cedar

• Management Areas

- Roadless Areas
- Wild and Scenic Rivers
- Cultural Resource Protection



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2. Roads are rated based on access needs

- **Recreation**

- Developed Sites
- Dispersed Camping
- Trailheads
- Other Recreation Opportunities

- **Fire and Public Safety**

- Fire Facilities
- Escape Routes
- Fire Prevention
- Fire Suppression

- **Vegetative Management**

- Late Succession Reserves
- Matrix Lands
- Adaptive Management Areas

- **Other Needs**

- Legal Requirements
- Administrative Sites
- Range Improvements
- Mineral Extraction
- Cultural, Historical Uses

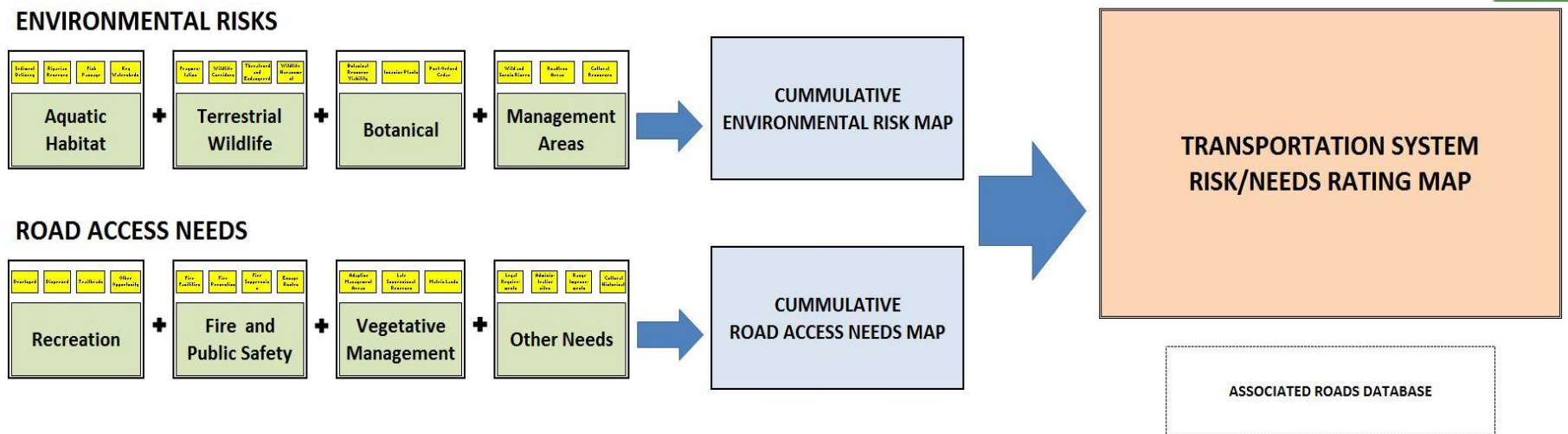


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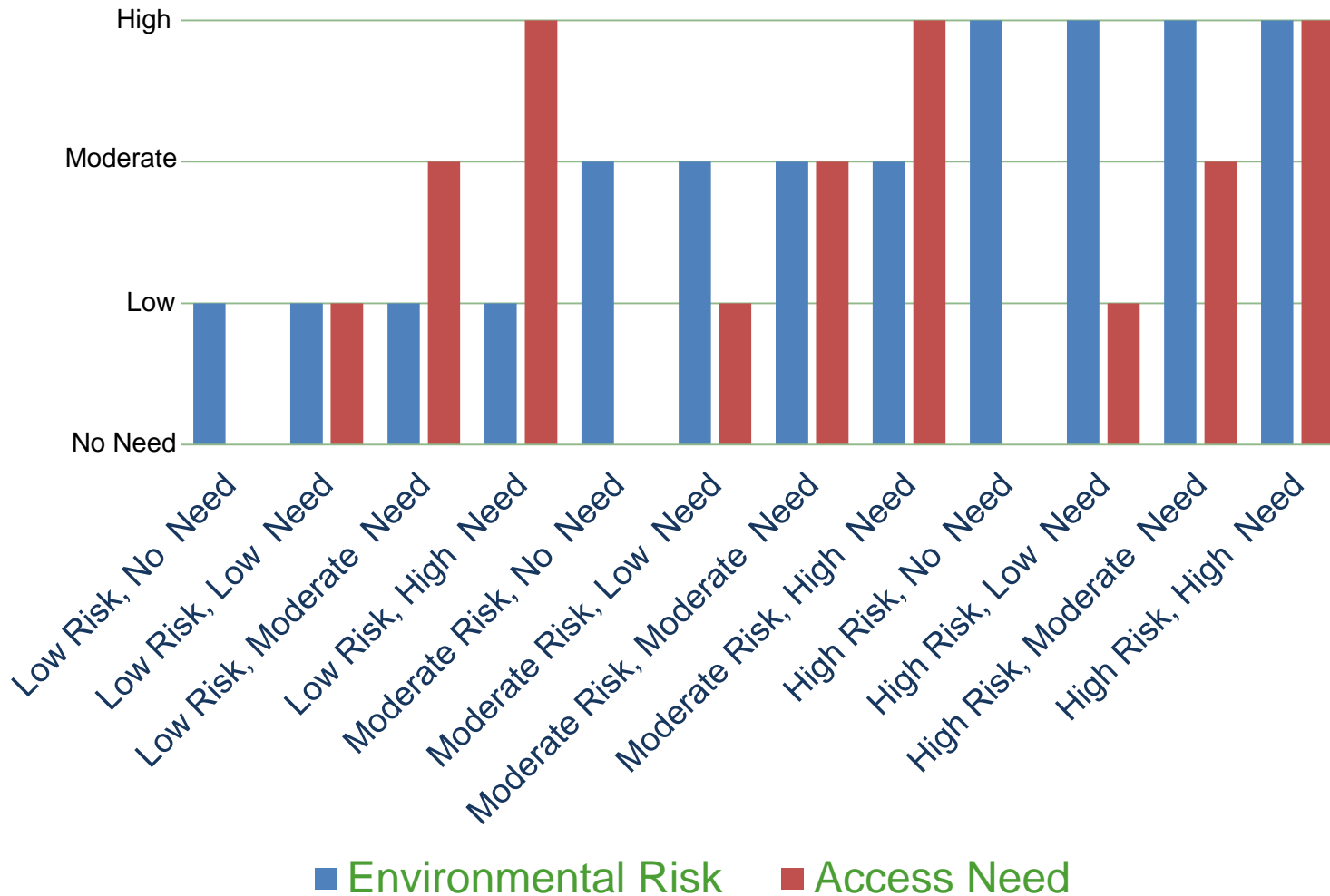
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3. Final ratings are cumulative



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4. Last Step: A Financial Analysis is completed Where should we spend limited dollars?

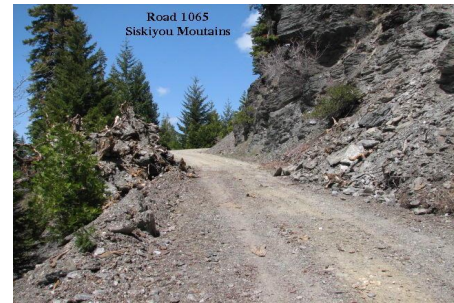
Annual Maintenance Costs vary by Maintenance Level



Maintenance Level 5
\$ 4,000 - \$8,000 / mile



Maintenance Level 4
\$ 2,500 - \$3,500 / mile



Maintenance Level 3
\$ 1,700 - \$ 3,900/ mile



Maintenance Level 2
\$ 13 - \$1,500 / mile



Maintenance Level 1
\$ 23 - \$296 / mile



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How can you help?

- ❖ Visit work stations and review resource maps produced during the preliminary GIS analyses
- ❖ Discuss protocols used and results obtained with the work station resource specialist
- ❖ Discuss issues and concerns you have and see how well they have been addressed
- ❖ Use the available forms to capture any comments or questions



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Let's Take This Journey Together!

It will take all of us working together to identify the road system to serve the broadest and greatest public interest while ensuring that the land remains healthy and productive now and for the future.

THANK YOU for your input
and please stay involved!

<http://www.fs.usda.gov/rogue-siskiyou/>



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